

Amendments to the Specification:

Please add the following paragraph before paragraph [0001] beginning at page 2:

CROSS-REFERENCE TO RELATED APPLICATION

[0000.1] This application claims the benefit of priority to U.S. Patent Application Serial No. 10/683,629 entitled "Pin Assembly for Track Roller Bogie of Track-Type Drive System" filed on October 14, 2003, and now abandoned, the entire contents of which are incorporated herein by reference.

Please replace paragraph [0003] beginning at page 2 with the following amended paragraph [0003]:

[0003] FIG. 1 shows a typical crawler type traveling apparatus. The crawler type traveling apparatus is substantially the same as a crawler type traveling apparatus disclosed in Japanese Unexamined Patent Application Publication No. 2001-225770 (Publication 1). A one-end portion of a track frame 1 is ~~swingably~~ mounted on a vehicle body (not shown) through a pivot shaft 2 such that the one-end portion of the track frame 1 can swing, and an idler tumbler 3 is rotatably axially supported to an end portion on the side of the pivot shaft 2. Bogies 5 including track rollers 6 are mounted to lower portions of the track frame 1. In general, two types exist in regard to the method of mounting track rollers or bogies having track rollers to the track frame: one type is to mount the track rollers by fixing positions thereof, and the other type is to mount the track rollers ~~swingably~~ in a vertical direction such that the track rollers swing. In FIG. 1, the crawler type traveling apparatus is shown, which comprises the latter type of bogies including track rollers mounted ~~swingably~~ in the vertical direction such that the track rollers swing. A crawler chain 8 is wound around the idler tumbler 3, the track rollers 6, the sprocket wheel 4, and carrier rollers 7. According to the latter type, the track rollers 6 are movable following a vertical movement of the crawler chain 8, so that even more stable grounding can be accomplished.

Please replace paragraph [0068] beginning at page 18 with the following amended paragraph [0068]:

Major component members of the pin assembly 112, according to this embodiment are a pin 13, first to third rings 114 to 116, floating seals 18, and O-rings 19. A first ring 114 is press fitted into the peripheral surface of the pin 13, a second ring 115 is rotatably and externally fitted in such a manner as to abut an end face of the first ring 114, and a third ring 116 is press fitted in such a manner as to abut an other end face of the second ring 115. Thus, the second ring 114 is disposed in the center sandwiched by the first and third rings 114, 116, whereby only the second ring 115 is rotatable about the pin 13. The first ring 114 is not formed of a simple ring body, but is formed of a so-called bottomed ring body, whose outer end face is closed by a closed portion 114c. An inner surface central portion of the closed portion [[114c]] is made into a recessed face 114c' with an external periphery remained not recessed.

Please delete the paragraph [0025] beginning at page 16 and the text "Description of Reference Numerals" that immediately precedes paragraph [0025].

Please replace the abstract with the following amended abstract:

A pin assembly ~~(112)~~ suitable for mounting a track roller bogie [[5]] on a track frame [[1]] of a crawler type traveling apparatus, ~~wherein includes~~ first to third rings ~~(114 to 116)~~ [[are]] disposed on an outer peripheral surface of a pin [[13]] having lubricant supply passages. ~~Sealing means (18, 19) Seals~~ are disposed between end faces of the respective rings ~~(114 to 116)~~ and end faces other than those of the ~~sealing means (18, 19) seals~~ are formed in slide contact faces ~~(114b, 115b; 115e, 116b)~~, which slidably direct contact with each other. As compared with a conventional case in which spacers are installed between the first to third rings, the total wear amount of the slide contact faces is remarkably reduced, the number of parts is reduced by abolishing the conventional spacers which caused defective lubrication, and a load between the rings in a thrust direction is directly received between the rings. As a result, the troublesomeness of an assembly of the track roller bogie and a reduction in service life due to defective lubrication can be eliminated.